

INTIMATION.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BRANDIES.

	Per Case 1 doz.
A.—OLD PALE	\$18.00
B.—SUPERIOR VERY OLD COGNAC	24.00
C.—VERY OLD LIQUEUR COGNAC	30.00
V.O.—D.—HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC	36.00

We call attention to the slight increase in the prices of our "B" and "C" qualities, which alteration will take effect from 1st August, 1901.

All our Brandies are guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

For a "Soda" Brandy we strongly recommend the "B" quality.

A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY

BIRTHS.

On the 1st August, at the Peak Hospital, the wife of J. P. Miller, of a daughter (stillborn).
On the 25th July, at Eambuk, Shanghai, the wife of W. Ewald, of a daughter.

The Daily Press,
HONGKONG OFFICE: 14, DES VIEUX RUE DE CI
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd August, 1901

II.

We drew attention yesterday to the way in which the Hon. F. H. May, in his report on the measures giving effect to Mr. Chadwick's recommendations of 1882, misrepresented the attitude of this paper toward a proposal of the Government in 1887. A very superficial reference to the file of the *Daily Press* will show that we have constantly been urging on the Government the necessity of sanitary reforms. This does not, of course, mean that we have always taken the same view as the Government on the measures to be adopted. In 1887, as we showed yesterday, the Government was proposing to enforce measures against overcrowding without providing for the housing of the ejected inhabitants. We urged the necessity of the opening up of new building sites, before turning out the occupants of the too few existing houses. We still are suffering from the lack of building sites and it has all through been left to private enterprise to provide access to more ground where it is needed. The new tramway scheme is but a further example of this. The Hon. F. H. May's case against the Press as anti-sanitary breaks down altogether. It would doubtless be very convenient if he could make out that the Unofficial Members of the Legislative Council, backed by the Press, had been a constant obstruction in the progress of the Government toward sanitary reform. We are not called upon to defend the attitude of the Unofficial Members either in the past or the present; they represent little more than one section of the residents in the Colony, and that is the section which would naturally be least inclined to welcome changes involving so much expenditure of money. It seems to us that the Hon. F. H. May's defence amounts to this, that the Government in the past has been afraid of the landlords, and in spite of a perpetual majority of Official Members on the Council has consented not to do its duty by the Colony in sanitary matters. In this case the Government has little cause to thank

its champion for the manner in which he whitewashes its character.

We may now turn to the long memorandum signed jointly by the Hon. J. H. STEWART LOCKHART, the Hon. W. CHATHAM, and the Hon. F. H. MAY. This professes to be an answer to the Petition itself. After referring to the enclosures of which we have already spoken, the memorandum says (section 3)—"Any one who reads it, without local knowledge and unacquainted with the real facts

of the case, could not but receive the erroneous impression that in Hongkong sanitation has been at a standstill for the last twenty years and that nothing has been done or attempted to improve the sanitary condition of the Colony. That such an impression would be entirely erroneous is shown by the facts we have adduced. It is unfortunate that the Petition as worded is not more worthy of the good cause—the improved sanitation of Hongkong—it purports to serve. Every resident who has the true welfare of the Colony at heart must be in favour of that cause, and it would indeed be a benighted Government that refused to do all in its power to advance it. But the sanitary improvement of the Colony in the future is not likely to be secured by misrepresenting its sanitary history in the past." We fear that the talk of misrepresentation comes ill after what we have seen of the Government case against the Petition. Nor do we imagine that the petitioners will feel very chastened by the official rebuke. If after reaching the conclusion of the blue-book they will turn back to H.E. the Governor's letter of the 5th ult. to the Secretary of State for the Colonies, much as they may admire the ingenuity with which the Government has got up its case, they will still have the satisfaction of knowing that they have called attention to an exceedingly grave state of affairs, which Sir HENRY BLAKE acknowledges to exist equally with the humblest of the petitioners.

During the 24 hours ending at noon yesterday only one fresh case of plague was reported, and one death (Chinese).

We hear that a prominent local shipping firm is prepared to purchase the dredger *Castor River*, after she has been repaired, provided that the price is reasonable.

Manila is not at all behind Hongkong. It has its gamblers, its opium dens, its counterfeitors, and now it has even its discontent among the European police force.

Some of the members of the police force of Hongkong having sent a written request to their Captain Superintendent asking for permission to hold another Promenade Concert, it is said their chief wrote across the petition "No more concerts till further order." This will prove a disappointment to the many friends of the force.

Two vagrants who some time ago came before Mr. Hazland, Police Magistrate, and requested to be sent to the House of Detention, being homeless and friendless, overstay their daily leave from the House of Detention, got gloriously drunk at the expense of some good-natured frequenters of a local bar, and then sailed in to wipe out the latter with some soldiers of the R.W.F. regiment. From this we are told. These are the reasons. There is Tung Wu Hospital for Chinese only. There were never more than 22 cases under treatment at once at Kennedytown during the late epidemic. The Medical Officer has to assist him two European wardmasters, two trained European nurses, and one trained Chinese wardmaster. The Medical Officer never has resided at the Hospital, but he is in telephonic communication. The Acting Principal Civil Medical Officer advised that ample trained assistance was on the spot, without the constant attendance of the Medical Officer at the Hospital. We accept the statement that the Acting Principal Civil Medical Officer made the latter remark; but we know as a fact that several other doctors of at least equal ability have maintained the opposite and that they have themselves seen after their patients when strictly speaking these should have been in the hands of the Hospital Staff. There are certain crises in plague when the responsibility for drastic action can only be expected from the doctor himself. Moreover, it is known that Dr. Thomson himself has been in ill health and would have gone on leave could he have been spared. It is a piece of good fortune which has enabled the Kennedytown authorities to get through the epidemic without a breakdown, and had such occurred the scandal would not have been the fault of the staff, but of the Government which shut its eyes persistently to that staff's inadequacy. As to the Sanitary Staff, the writers of the memorandum are satisfied to point out that the number of Sanitary inspectors was fixed at twenty by a Select Committee of the Sanitary Board in 1890; that there is also a highly trained Chief Inspector of Nuisances (who has left on account of ill-health), and that we have a larger staff than they have at Newcastle. They also mention that three trained Inspectors were applied for early this year and two more recently. None of these remarks furnish any excuse for the fact that we have not had a staff sufficient to cope with what has been asked of them and that in consequence there has been a remissness, which the Government is content to put on to the shoulders of the Sanitary Board.

At the end of their memorandum Messrs. STEWART LOCKHART, CHATHAM and MAY say: "In conclusion we cannot refrain from expressing our regret that the Petition as drafted is calculated to mislead. Any one who reads it, without local knowl-

edge and unacquainted with the real facts

of the case, could not but receive the erroneous impression that in Hongkong sanitation has been at a standstill for the last twenty years and that nothing has been done or attempted to improve the sanitary condition of the Colony. That such an impression would be entirely erroneous is shown by the facts we have adduced. It is unfortunate that the Petition as worded is not more worthy of the good cause—the improved sanitation of Hongkong—it purports to serve. Every resident who has the true welfare of the Colony at heart must be in favour of that cause, and it would indeed be a benighted Government that refused to do all in its power to advance it. But the sanitary improvement of the Colony in the future is not likely to be secured by misrepresenting its sanitary history in the past." We fear that the talk of misrepresentation comes ill after what we have seen of the Government case against the Petition. Nor do we imagine that the petitioners will feel very chastened by the official rebuke. If after reaching the conclusion of the blue-book they will turn back to H.E. the Governor's letter of the 5th ult. to the Secretary of State for the Colonies, much as they may admire the ingenuity with which the Government has got up its case, they will still have the satisfaction of knowing that they have called attention to an exceedingly grave state of affairs, which Sir HENRY BLAKE acknowledges to exist equally with the humblest of the petitioners.

The Manila Jockey Club is having a new race-track (three-quarter mile) laid out. The former course, built in 1899 and situated outside of Malate, a suburb of Manila, has apparently been abandoned.

It is said that the military authorities contemplate building in the suburbs of Manila a Presidio for the troops, similar to that in San Francisco, and connecting it with the city by an electric tramway.

The Shanghai native authorities have received information that Prince Kung (the so-called Sixth Prince, uncle of the Emperor) will pass through Shanghai en route from Utsienfu to Peking, via the Yangtze, in a few days. Extensive preparations are being made by the native officials at Shanghai to give him a suitable reception.

The government authorities at Manila are hard upon all business men who buy government supplies from persons having no right to sell the same. Harry T. Finnick, a pawn-broker and boarding-house keeper of Calle Alcalá, Sampaloc, was the last male to feel the heavy hand of the law, being fined \$1,000 (gold), and in addition receiving one year's imprisonment with hard labour.

The late Herr Steinitz asserted that chess players are generally long-lived, but a comparative table in the *Deutsche Schachzeitung*, computed on seventy-five lives of prominent men in each of the various pursuits, gives the average lifetime in years as follows:—Chess-players, 56.78; musicians, 60.92; poets and literary writers, 63.48; astronomers and scientific writers, 67.21; great generals, 70.06. With regard to the last item it would be interesting to know the average lifetime of ordinary generals.

According to *L'Echo de Chine*, the news from Shansi is of the worst. Tung Fuhding and Prince Tsuan are scouring the country with numbers of troops under their command. There is no news of the Belgian missionaries in Mongolia. Li Hung-chang has been asked to furnish an assurance that they are safe, but the Chinese plenipotentiary refused to give a precise answer on the subject. It must be stated, however, that no confirmation whatever of this bad news from Shansi seems to have come from other than French sources.

With reference to the new Imperial house-tax, the Sin Wan Pao asks: How is it that people in the Settlements (at Shanghai) pay house-taxes gladly and many are notwithstanding the taxes moving into the Settlements? It is because the money is expended on roads, police, etc., for the public benefit. Let the officials take a leaf out of the foreign book, continues the native paper, if they wish their people to pay house-taxes willingly. Let them set aside a fraction of the taxes for public improvements, and the thing will work like magic.

The *Jeh-jeh Sin-wen* of Tientsin states that there is some likelihood that Prince Su will be selected by the Throne to go to England to offer the condolences of the Emperor of China to King Edward in connection with the death of the late Great Queen, and also to offer congratulations on his Majesty's accession to the Throne. Prince Su is quite a young man, of progressive views, and says the *N.C. Daily News*, has been often heard to express the desire of visiting Europe for the purpose of "borrowing western civilisation and sciences for his native land."

A story is reported in the home papers just to hand of how Mr. Yerburgh, M.P., and Mr. Arnold White, members of the Committee on Naval Victualling, made a unique experiment in order to discover whether the Navy rations were sufficient for "Jack afloat." When the Mediterranean Fleet left Malta, Messrs. Yerburgh and White accepted the invitation of Lord Charles Beresford to take a trip on His Majesty's ship *Ramillies*. Instead of enjoying the luxury of the admiral's table, however, with a devotion to duty that was little less than heroic, the two gentlemen decided to live upon the Navy rations for a day. At 6.30 they were duly handed a pint of coconuts and a piece of bread or biscuit. At twelve they had their allowance of salt horse, salt junk, soup, and bully, or whatever was the fare for the day; and at four o'clock had their pint of tea and another chunk of bread and biscuit; and after that had to fast until 6.30 next morning. Mr. Yerburgh, questioned afterwards, said:—"The experiment was quite long enough to show us that the rations of the blue-jackets are hardly sufficient to keep body and soul together. It seems perfectly absurd that we should expect grown men to have nothing to eat between 12.30 mid-day and 6.30 the next morning except a bowl of tea and a chunk of dry bread, especially as there is no milk, only sugar, in the tea, and it has probably been steaming some time. Yet that is exactly what happens. I am certain that some reform is needed in this matter of rations, and it is a question which we shall have to carefully follow up."

NEGLIGENCE TO KEEP SIDE LIGHTS.

The master of the steam launch *Yat Sun*

was charged with neglecting to keep two bright lights on his junk while towing another vessel between sunset and sunrise.

Defendant claimed he had two lights, but failed to prove his assertion. He was fined \$10.

UNLAWFULLY BOARDING STEAMER.

Mung Yat, a jeweller, was charged with

boarding the s.s. *Hawea* without permission

and was fined \$5 or ten days.

BEFORE MR. KEMP.

POLICE COURT.

Thursday, 1st July.

BEFORE MR. HAZELAND.

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PERMITTING FIRE ON HIS JUNK.

The master of a Chinese junk was charged

with unlawfully allowing fire to be made aboard

of his junk while carrying a deck cargo of

havocene. He was fined \$25 or one month.

There were a score or more of hawking,

minance and obstruction cases before both

Courts, also three breaches of sanitary ordin-

ances of minor importance.

A recent incident at an English theatre

where the villain of the piece was compelled to

die a natural death through a pistol refusing

to go off, recalls to a correspondent an old story.

The hero of a certain old piece, who had been

incarcerated in the deepest dungeon, managed

to secure a file, released himself from his

fetters, rushed down to the footlights, and in

the midst of an excited audience on the delights

of freedom, was shot down by a pursuing

warden. One night he saw that the pistol held

by a super in the wings persistently refused to

go off. Coming to the end of his wits, he

suddenly threw up his hands, gave one final

giggle, and exploded. Footloose that I

was in my recklessness I swallowed the file

fully loaded. I turned forward and expired gracefully and safely.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 30th July.

THE DROUGHT IN AMERICA.

The drought in the United States has broken.

The crop news is better.

SCENE IN THE HOUSE OF COMMONS.

A scene occurred in the House of Commons

during the debate on the Rating Bill. William

Redmond and Patrick O'Brien, two Nationalist

members, were suspended from the sitting for

disregarding the authority of the Speaker.

LONDON, 30th July.

GENERAL FRENCH IN CAPE COLONY.

General French's assumption of the command

in Cape Colony is having a marked effect upon

the invaders. Larger offensive operations

against the enemy are being organised, and

block-houses placed along the railways.

PEKING.

Peking, 17th July.

RETRIBUTION.
Mr. Joosten, the Belgian Minister, was engaged a few days since with some German soldiers in pulling up the corner posts of the new Belgian Legation that will be erected on the site of the home of old Hsu Tung, the most intensely anti-foreign man who encouraged the Boxer Fable. Hsu committed suicide on the entrance of the Allies into the capital, and his son was beheaded some months since by the Japanese along with Chia Hsin. It is to be hoped the Belgians will soon improve their property, for the unsightly ruin of the Hsu family palace is the only site on Legation street that has not been improved or in process of improving since the sieges.

THE BELGIAN AT POTOSI.

Two days since a messenger from General Chang, Commander-in-Chief of Governor Yuan Shih-kai's foreign-trained troops, sent word to Li Hua-chang that the rebels in Poyallion, west of Pao-tung-fu, were well armed with modern rifles, as they were composed largely of the deserters from Nieh's army defeated at Tientsin, together with ex-Boxers and thieves. Generally, and that being all proscribed men, they would fight desperately. He therefore begged that the thousand foreign-trained troops already sent to reinforce the defeated General Li Kun-yuan might be increased to two thousand.

A RUMOUR OF A DEFEAT.

A rumour was current that these rebels after defeating General Li had also defeated a French force of four hundred and Pao-tung-fu, leaving them, had closed its gates. This rumour proved to be unfounded. The French to the number stated, viz., four hundred, had gone to General Li's assistance, but up to present nothing further news has been heard from either of them or Yuan Shih-kai's troops en route to the same place. Should this combined force be defeated, and it is certainly a possible contingency, the rebels whose prestige is already considerable, will indeed be a source of danger even to the capital.

THE THINGLI YAMEN BUILDINGS.
vacated and looted after the siege, have again been put in order and are occupied by the members of that formerly interesting and obstructive body. The hole for the base of the Kettler monument on Hsi-tien street is now twenty feet deep and the workmen are still digging away on it. One wonders if a second Washington monument is contemplated.

PRINCE CHUAN.
left us quietly on his apologetic mission to Germany, Sir Robert Hart and a few other notables escorting him to the station. Whilst it has been authoritatively stated by Li Hung-chang that the Imperial University will be reopened in the autumn, no date has been fixed as yet, nor has a chancellor been appointed. In the meantime M. J. M. Alard, a French school, now numbering nearly one hundred and fifty students, has been granted permission to use the buildings for recitations and study halls.

ROAD-MAKING.

The Germans have repaired the macadamised road on Khamtan Street from the gate to the Taipaiion, a much-needed improvement.

THE POST OFFICE.

All the native buildings on the west side of the street have been torn down to make the military glories, excepting the old temple, where the Imperial Chinese Post Office holds forth. This too must soon go, although why steps have not been taken to rebuild the government Post Office only the inscrutable L. G. knows. The I.P.O. is not a very up-to-date institution. The mail cannot be despatched on the day received. It could be by sending on the 10 a.m. train, but it is not. Why? Ask the L.G.

MILITARY UNIFORMS.

while as frequent on the streets as a few months since, and perceptibly less, are still too frequent to suit either Chinese or civil residents. Tientin, I am told, also agrees to this. This is an ungrateful world perhaps, but the fact is, while we were mighty glad to see the soldiers coming, we will be mighty glad to see them go.

HOT WEATHER.

which has been playing hell havoc in Europe and America, has at last reached Peking, and breathing has become a laborious task, to say nothing of eating, while tennis and other exercises, excepting only running, are not to be thought of. Aerated liquid concerns are steadily getting rid of their highly-watered stock.

THE NEW GERMAN POST OFFICE.

is nearing completion; it is a substantial two-storey building on Wall Street just east of the Canal bridge. Following the precedent set by the Greedy Legations for expansion, it has encroached upon the road to such an extent as to shut off half the width of the bridge. An utterly inexcusable proceeding.—N.C. Daily News.

EXCITING SCENE AT PENANG.

Just before noon to-day (2nd) considerable excitement was occasioned in the compound at the police courts by the appearance of a Malay who was running at a high speed from the Third Magistrate's Court to the police office. Following him were two marine police officers at some pace apart, one of whom was shouting a long bhambo, and then, in addition to the general excitement, an European police officer was following on behind shouting "Arrest him, arrest him!" The excitement became so great when it was found that the man had made a curve, and was running towards the courtyard, where the weights and measures department is located. Fortunately, however, before the man could do any damage in that direction he was placed under arrest, inquiries made as to this extraordinary behaviour, showed that the man had been attempting to commit suicide on the day previous of Mr. Jensen, a schoolmaster of Kedah, who was a passenger to Penang yesterday afternoon by the a.s. *Siamese Lion*. The story told by that gentleman is to the effect that he was seated on the deck of the vessel shortly after leaving Kedah, and that the man, without any provocation, made a rush at him and plunged a knife into his body below the region of the heart. He fled profusely for several minutes, and realising his danger, tore aside his singlet and bound himself with a cloth which was supplied him from the deck of the vessel. Then, from sheer exhaustion, he fell lower down. Therefrom, sheer exhaustion, he fell back, and so for a time remained motionless. Subsequently his wound was surgically dressed, and with the assistance of his friends he went to his home in Penang. This morning he was brought up in custody before Mr. Howard, and upon a remand being directed the extraordinary scene in the compound of the court took place. The theory that the man was now insane seems to be generally disbelieved, but Mr. Howard has directed that he be kept under observation for a week pending further inquiries by the police as to his antecedents.

LATE TELEGRAMS.

NEW VIA RANGOON.

THE WAR IN SOUTH AFRICA.

London, 16th July.

THE REFUGEE CAMPS.
Lord Raglan, in the House of Lords, said that a Committee of Ladies was being formed to visit the Boer refugee camps in South Africa. Meanwhile written reports had been requested, and Sir Gordon Sprigg in a speech at Cape town said that in order to hasten the responsible Government's immigration of loyalists from Great Britain and the rest of the Empire to the Transvaal and the Orange Colonies would be promoted on a large scale.

LOUD KITCHENER'S PLANS.

Communications are proceeding between Lord Kitchener and the Cape Ministry which it is hoped will hasten the conclusion of warfare. The *Telegraph* understands that Lord Kitchener's new plan provides for the return of 90,000 troops early in autumn, including the whole of the troops sent by India; and 50,000 selected horsemen divided into three corps will operate against the three leading Boer Commands. There is no question of abandoning any portion of the communications.

A WEEK'S BOER LOSSES.

Since the 9th instant, 32 Boers have been killed, 34 wounded, 307 taken prisoners; 140 surrendered, 218 rifles, 15,970 rounds of ammunition, 445 wagons, 4,525 horses.

NEWSPAPER REPORTS DENIED.

Mr. Brodrick, in the House of Commons, referring to certain newspaper reports regarding the withdrawal of troops from South Africa and other changes in Lord Kitchener's plans, said they were wholly unauthorised and inaccurate, but that he was not in a position to make any statement on the subject.

Simla, 16th July.

LATE CASUALTIES.

The following is a list of the recent casualties in South Africa:—

30th June: wounded severely through an accident, Lieutenant Meek, Naval Volunteer.

2nd July: wounded severely through an accident, Lieutenant Smith, Royal Scots.

5th July: wounded slightly, Captain Webb, Driscoll's Scouts; severely, Captain Terry, 2nd Manchester.

7th July: died of an accident, Lieutenant A. J. Moberly, R. G. A.

8th July: wounded slightly, Captain Tabutson, Border Scouts and Lieutenant R. Firestone, I. M. P. Yeomanry.

10th July: met with broken leg, 2nd Lieutenant V. Wallace, 2nd Yorkshire Light Infantry.

11th July: died of his wounds, Lieutenant Anderson, R. E.

12th July: wounded slightly, Lieutenant Sheriff, 5th Victoria.

GENERAL NEWS.

FAB EASTERN NEWS FROM HOME.

London, 16th July.

The departure of the 3rd Bombay Cavalry from Tientsin has been countermanded and the strength of the British force remaining at Tientsin has been increased by about one thousand men.

London, 17th July.

The negotiations at Peking have been at a standstill for over a month owing to the radical Anglo-Russian differences regarding the payment of the indemnity. Either Britain or Russia must concede considerably before the agreement is possible.

THE LIBERAL PARTY.

London, 17th July.

Replies to a request of the City Liberal Club for pronouncement, Lord Rosebery writes that he will never voluntarily reenter politics. He believes that the Liberal attitude of neutrality in the war, to which the whole Empire has rallied, spells Liberal impotence. The severance of the Liberal is not merely on the war but is a sincere, fundamental and incurable antagonism of principle regarding the Empire, and Cavaliers and Roundheads might almost as well have combined as the opposing Liberal sections could agree to differ in the war. The papers unanimously reproach Lord Rosebery's aloofness, and demand him to play his part in the struggle.

THE BRITISH NAVY.

London, 17th July.

THE ADMIRALTY PROGRAMME.
The following telegrams in the Canadian papers give fuller details of the Admiralty scheme:—

London, July 5.—In the House of Commons to-day, Mr. Arnold-Forster, the Secretary of the Admiralty, announced that the year's ship-building programme includes three battleships of a new improved class, six cruisers of the *Mornmouth* class, and ten improved torpedo-boat destroyers.

THE NAVY.

London, 17th July.

The battleship *Cornwallis*, of 14,000 tons, was launched on the Thames to-day.

THE STRIKE IN AMERICA.

London, 17th July.

Somerset has beaten Yorkshire, the totals being, Somerset 87 and 630, and Yorkshire 325 and 118.

INDIAN LOAN.

London, 17th July.

The failure to float the Indian loan is much discussed, and the general consensus of opinion is that the moment of issue was unfortunate and the price asked excessive.

THE LIBERAL IS AND LORD ROSEBERY.

London, 17th July.

It is understood that Lord Rosebery's letter has displeased the Imperialists, who are distinctly annoyed at the present juncture to break with the Radical wing. The latter consider that the manifesto will decide the wavering Modemites to renounce the Imperialists.

Sir Edward Gray, speaking at Peterborough, said that if Lord Rosebery desired the Liberal party to be brought to one mind he should use his personal influence. He combated the view that the Liberal differences were irreconcileable, and that the man had been the attempted murderer on the day previous of Mr. Jensen, a schoolmaster of Kedah, who was a passenger to Penang yesterday afternoon by the a.s. *Siamese Lion*. The story told by that gentleman is to the effect that he was seated on the deck of the vessel shortly after leaving Kedah, and that the man, without any provocation, made a rush at him and plunged a knife into his body below the region of the heart. He fled profusely for several minutes, and realising his danger, tore aside his singlet and bound himself with a cloth which was supplied him from the deck of the vessel.

The new torpedo-boat destroyers will be of stronger construction.

In regard to hospital-ships, the Secretary of the Admiralty said that Great Britain now had, in the Mediterranean, through the generosity of an American citizen, Mr. Bernard Baker, President of the Atlantic Transport Line, the well-equipped *Morpeth*.

All the new ships will be fitted with wireless telegraphy, and will also all the other ships as they come in for repair.

Efforts are being made to overcome the arrears in shipbuilding, and the Secretary added, the Government is now able to supply emigrants. Steamers conveyed emigrants to Mauritius and Natal, only sailing ships proceeding to the other colonies. The death-rate on board appears to have been high, being 2.50 per cent. on the fifteen sailing vessels as compared with 1.05 per cent. on seventeen vessels in the preceding year.

The number of emigrants who returned from the colonies was 3,147 as compared with 2,421 in 1899. There were 88 deaths or 2.78 per cent. as compared with 52 or 2.12 per cent. in the previous year. The largest number of emigrants, 1,145, returned from Demerara with aggregate savings of Rs. 159,730 or an average of Rs. 139.8 per head. Trinidad comes next with a smaller number of returning emigrants, 570, who show an average saving of Rs. 214.730, who show an average saving of Rs. 374 per head. The smallest number, 17, returned from Reunion without any savings. The all-round average savings per head was Rs. 165 as against Rs. 138 in the previous year. Of the total number of emigrants who returned to India 1,727 brought back savings.

IN PROSPECT.

London, 5th July.

In the House of Lords to-day, Lord Selborne, First Lord of the Admiralty, in a statement on the present Naval position of Great Britain, said that the remainder of the year 1901 would witness the completion of three armoured cruisers of the *Cressy* class, four first-class battlecruisers of the *Formidable* class, and two first-class battlecruisers of the *Caron* class.

Lord Selborne said that the first half of 1902 would see the completion of two more vessels of the *Cressy* class, two others of the *Monmouth* class, one armoured cruiser of the *Drake* class, and three armoured cruisers of the *Drake* class. The First Lord of the Admiralty added that the total number of destroyers built or ordered since the outbreak of the war was 115, and of the five submarine vessels already ordered, the first would be ready for trial next September.

EXPORT CARGO.

Per F. & O. steamer *Syndy*, sailed on the 20th July.

For Manchester—76 boxes waste silk.

For London opt. Manchester—115 boxes waste silk.

For London opt. Gloucester—110 boxes waste silk.

For London opt. Liverpool—235 boxes raw silk.

For London opt. Manila—324 boxes raw silk.

For London opt. Manila—100 rolls matting.

For London opt. Manila—25 cases woodware.

For London opt. Manila—10 cases raw silk.

For London opt. Manila—1 case lacquerware.

For London opt. Manila—1 case embossed silk.

For London opt. Manila—2 cases carvings.

For London opt. Manila—3 pieces merchandise.

GERMAN INTERESTS IN THE CAROLINES.

The *Ostasiatische Lloyd* of the 26th ult. has a lengthy editorial article, giving a description of the Caroline Islands, their government and products. We will only deal with that portion of the article where the writer points out the method adopted by the German Governor to get the commerce of the islands entirely under control of his countrymen, and gradually to get rid of all foreigners.

The writer after stating that the chief product of the Islands is copra, of which the whole group produces about 1,500 tons, goes on to say that the commerce over now is almost entirely in hands of the German *Lloyd* Company, whose headquarters are on Marshall Island, from where her schooners visit the different islands of the group for the purpose of trade. There is also an English company which trades in copra in a small way. Japanese firms had also been established until recently, and represented strongly at Ponape and the Ruk group. But

Mr. Brodrick, amid continued disorder and interruption from the Irish banches, reprimanded the pro-Boer Radicals with prolonging the war by encouraging the Boers to a vain resistance.

He announced that the Government had just received news that Commandant General Lewis Botha had permission in Jano to communicate with Mr. Kruger, the result of which was a meeting at which General De Wet, General Botha and others decided to continue the war and to accept no terms short of independence.

Mr. Brodrick stated that the Government's resolution was still unchanged, and that great progress had been made in the war during the last three months.

Six Henry Campbell-Bannerman, who supported the Radical attack, declared that the Government should endeavor to conciliate their brave opponents.

Mr. Balfour protested vigorously against the Boer attitude of the Opposition, declaring that it prolonged the war, inflicting untold suffering upon an innocent population. He taunted Sir Henry Campbell-Bannerman with having long sat upon the fence, but finally made up his mind and descended on the pro-Boer side.

Sir Henry Campbell-Bannerman leaped up and angrily exclaimed that Mr. Balfour might call him what he liked, but he had no right to use a term intended to be offensive.

Mr. Balfour thereupon said he would willingly withdraw the term "pro-Boer" if it were offensive. Continuing his speech, he declared that it was not Europe or the United States who encouraged the Boers to resist, but that the chief encouragement to resist was contributed by the speeches of the members of the Opposition.

The debate was adjourned.

SUBMARINE DESTROYERS.

The *Daily Telegraph* says:—As has been announced in these columns before, the staff of the torpedo-ship *Vernon* at Portsmouth have for some time been carrying out experiments with a view to ascertaining a means of destroying submarine boats. The *Engineer* gives some general particulars of the result of these trials, which it claims to be "one of the most important inventions of the age."

In the present state of the science a submarine attacking a ship is bound to come to the surface to take bearings, or else to betray her presence with an optic tube or periscope. With the new invention—evolved in the *Vernon* and tried before the Lords of the Admiralty—the sighting of a submarine entails her almost certain destruction. Sighting is now practically certain.

It is not to the public benefit that the means which will be employed should be stated, for the principle has other and varied uses. But in general terms

NEW ADVERTISEMENTS

NOTICE.

We have this day Authorised Mr. JULIUS WAHLEN to sign our Firm per Procuration, CHINA EXPORT-IMPORT & BANK COMPAGNIE, Hongkong, 1st August, 1901. [1958]

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, for account of the concerned, to-morrow (Saturday), the 3rd August, 1901, at noon, at Messrs. Kung Wo's Godowns, near Gas Co.'s Works, West Point, 149 Bales BONES, 32 Bales CATTLE HOOFs, 50 BOILER PIPES, 20 Bales AUSTRALIAN COKE, 43 Bales AUSTRALIAN WOOL, 2 Rolls SHEET LEAD. TERMS.—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 2nd August, 1901. [1957]

FOR CHINGKIANG AND WUHU.

THE Steamship "QUARTA," Captain Johnson, will be despatched for the above ports on MONDAY, the 5th inst., at 3 p.m. For Freight, apply to SIEMSEN & CO., Agents, Hongkong, 1st August, 1901. [1955]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIAGO AND YOKOHAMA. THE Imperial German Mail Steamship "PRINZESS IRINE," OF THE NORDDEUTSCHER LLOYD, Captain P. Wettin, due home with the outward German Mail about MONDAY, the 5th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents, Hongkong, 2nd August, 1901. [1951]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI. THE Steamship "LOONMOON," Captain Schmidt, will be despatched for the above port on TUESDAY, the 6th inst., at noon. This Steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to SIEMSEN & CO., Agents, Hongkong, 1st August, 1901. [1951]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "PERLA," Captain J. McArthur, will be despatched as above on THURSDAY, the 8th inst., at 5 p.m. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber. A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOME'S & CO., General Managers, Hongkong, 1st August, 1901. [1956]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship "LIGHTNING," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 p.m., on the 3rd inst., will be landed at Consignee's risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASOON, SONS & CO., Agents.

Hongkong, 1st August, 1901. [1959]

THE HONGKONG WEEKLY PRESS will

be ready to-morrow, and will contain—

Lending Articles.—The Hopeful Side of the Situation. The Hongkong Government and the Petitions.

The Location of the Naval Yard in Hongkong.

The Navy League and the Fleet.

The Crisis: Telegrams.

Legislative Council.

The Discontent in the Police Force.

Sickness among the Troops.

The Government and the Petition.

Trial Trip of a Water-Bot.

Australian Vaudeville Co. at the Theatre Macao.

Manila.

Foking.

Northern Notes.

Hongkong, Canton and Macao Steamboat Co., Ltd.

United Asbestos Oriental Agency.

Turban Planting Co., Ltd.

Correspondence.

Hongkong Life Association.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each (cash). Copies can be posted from the Office to addresses sent; including postage, 34 cents each. \$1 for three copies (cash).

Hongkong, 2nd August, 1901.

ENTERTAINMENT

THEATRE ROYAL,
CITY HALL.

AUSTRALIAN VAUDEVILLE

AND
SPECIALTY COMPANY.

ENORMOUS SUCCESS!

TREMENDOUS
ENTHUSIASM!TO-NIGHT!
TO-NIGHT!AND
EVERY EVENING.

Note.—A Special Train will leave every night 15 minutes after fall of curtain.

BOX PLAN AT ROBINSON PIANO CO.

Doors Open 8 P.M. Overture 9 P.M.

PRICES.

Soldiers and Sailors in Uniform Half-Price to Back Seats only.

SATURDAY, August 3rd.

FINEST GRAND MATINEE.

Children will be admitted to all parts of Theatre at Half-price.

NEXT SATURDAY NIGHT.

Complete Change of Programme.

Mr. J. FRANCIS FINLAY, Business Manager.

Mr. W. H. BROWN, Representative.

Hongkong, 30th July, 1901. [1950]

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTIETH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th July to the 6th August inclusive.

By Order of the Board of Directors.

T. ARNOLD, Secretary.

Hongkong, 16th July, 1901. [1949]

AUCTIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

GOVERNMENT NOTIFICATION.

No. 395.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on TUESDAY, the 6th day of August, 1901, at 3 p.m., are published for general information.

By Command,

T. SEECOMBE SMITH, Acting Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 20th July, 1901. [1941]

PARTICULARS OF THE LOT.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on TUESDAY, the 6th day of August, 1901, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of One Lot of Crown Land at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty, the KING, for one further term of 75 years.

By Order of the Court of Directors.

T. JACKSON, Chief Manager.

Hongkong, 31st July, 1901. [1942]

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 19th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 19th August, both days inclusive.

By Order of the Board of Directors.

THOS. I. ROSE, Secretary.

Hongkong, 26th July, 1901. [1977]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SCRIP Certificate Number 4,22 issued on the 3rd day of September, 1894, for 10 Shares Numbered 3,021 to 3,030 in the above Company, registered in the name of JOHN HERRICK McMICHAEL of Shanghai, having been LOST or STOLEN, a new Certificate for the same will be issued one month from the date hereof. The original Certificate being considered by the Company as null and void, no transaction taking place thereunder will be recognised by the Company.

W. H. RAY, Secretary.

China Traders' Insurance Co., Ltd.

Hongkong, 1st August, 1901. [1948]

CARTRIDGES.

NOBEL'S SPORTING BALLISTICS.

Absolutely Smokeless and Water-resisting

THE BEST NITRO-POWDER IN THE WORLD

PACK OF 12-SOURE CARTRIDGES.—

Loaded with Powder only, and 1 oz of Shot.

Primrose Cases .35.65. \$7.40

Pigeon Case .6.25. \$6.00

Projector Brass Cases 6.90. \$4.05

Over coat discount on orders of \$1,000 and over.

Apply to

W. SCHMIDT & CO.

Gumnaikay, Hongkong.

Hongkong, 27th July, 1897. [1949]

NOTICE OF FIRM

NOTICE.

THE Business of MESSRS. TURNER & CO. in Hongkong has been transferred to the Undersigned, who will continue to carry it on under the same Name, Style and Ticks of TURNER & CO.

R. CHATTERTON WILCOX.

REFERRING to the above, MR. HAROLD CHATTERTON WILCOX has been admitted a PARTNER in our Firm from this date.

TURNER & CO.

Hongkong, 25th July, 1901. [1974]

NOTICE.

THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GEEMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality.

TERMS.—As usual.

T. M. STEVENS & CO.,

1, Dundall Street.

Hongkong, 2nd August, 1901. [1934]

UNDER ENGLISH MANAGEMENT.

AH. YOUNG & CO.

NAVY and ARMY CONTRACTORS, and WHOLESALE PROVISION MERCHANTS. Orders promptly executed. Satisfaction guaranteed. Price List on application.

9, VICTORIA STREET, HONGKONG.

(Next to Central Market.)

GEO. MOYR, Manager.

Hongkong, 1st August, 1901. [1940]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

TODAY (FRIDAY).

the 2nd August, 1901, at 11 A.M. at

Messrs. Pandaria, Leathers & Co., Naval Yard Extension Yard, Old Vicarage.

ANCHORS, ROPE, BLOCKS, SHACKLES and MISCELLANEOUS IRON, &c., &c.

(Old and New.)

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 3rd July, 1901. [1928]

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. POWELL to sell by Public Auction.

TO-MORROW (SATURDAY).

the 3rd August 1901, at 2:30 P.M. within her Residence, No. 7, Caine Road.

SUNDAY VALUABLE HOUSEHOLD FURNITURE,

TO LET.

TO LET.

IMMEDIATE POSSESSION.
1 LARGE AND WELL-VENTILATED
ROOM, with BATHROOM, at No. 37,
CAINE ROAD.

Apply to—
R. J. REMEDIOS,
Mercantile Bldg.,
Hongkong, 25th July, 1901. [1867]

TO LET SHORTLY.

SHOPS, OFFICES and FLATS, DES
VEUX ROAD CENTRAL (Opposite Lane,
Crawford & Co's).

Apply to—

HUMPHREYS ESTATE AND
FINANCE CO. LIMITED.
Hongkong, 12th July, 1901. [134]

TO LET (IMMEDIATE POSSESSION).

3 LARGE UNFURNISHED ROOMS
with Separate Bath, use of COOKHOUSE,
&c. \$40.

Apply—
B. ROE,
Care of Daily Press Office,
Hongkong, 22nd July, 1901. [1842]

TO LET FURNISHED
For 2 or 3 months from 1st August.

27 BELLIOS TERRACE, Top Ter-
race, nice view of Harbour, back
entrance from Conduit Road.

Apply to—
C. E. WARREN,
No. 3, Wyndham Street,
Hongkong, 29th July, 1901. [1866]

TO LET.

"EASTLEY," UPPER RICHMOND
ROAD, and Nos. 3, 5 and 6, RICH-
MOND TERRACE.

Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.,
Hongkong, 1st August, 1901. [1835]

TO LET.

No. 9, SEYMOUR TERRACE, In-
mediate Possession.

Apply to—
S. STOCKHAUSEN,
28, Queen's Road Central,
Hongkong, 1st August, 1901. [1838]

TO LET.

"FERNSIDE," No. 37, ROBINSON
ROAD.

Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room,
Hongkong, 1st August, 1901. [1837]

TO LET.

No. 84, QUEEN'S ROAD CENTRAL.

Apply to—
KWONG CHEONG WO,
No. 239, Des Voeux Road,
Hongkong, 9th July, 1901. [1733]

TO LET.

TWO FURNISHED ROOMS, QUEEN'S
ROAD CENTRAL, No. 72.

APPLY ON THE PREMISES.
Hongkong, 29th July, 1901. [1887]

TO LET.

FURNISHED ROOM TO LET, Pri-
vately, with or without Board, in a
pretty house in Kowloon.

Reply—
M. N.,
Care of Daily Press Office,
Hongkong, 29th July, 1901. [1888]

TO LET.

No. 1, STEWART TERRACE, the
PEAK.

Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO. LTD.
Hongkong, 17th July, 1901. [1799]

TO LET.

GODOWN, No. 54, DUNDELL STREET.

Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO. LTD.
Hongkong, 5th July, 1901. [1692]

BEDROOM with BOARD.

Modest
terms.

Apply—
G. L.,
Care of Daily Press Office,
Hongkong, 26th July, 1901. [1875]

TO LET.

No. 12, BELLIOS TERRACE.

OFFICES and SHOPS in BEACONSFIELD
ACADEMY.

SMALL GODOWN in DUNDELL STREET.
For Particulars, apply to—
TURNER & CO.

Hongkong, 26th July, 1901. [1878]

TO LET.

A HOUSE in RIFTON TERRACE.

BLUE BUILDINGS, NO. 8, 2ND FLOOR,
"THE RETREAT," MOUNT KELLETT.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LTD.

Hongkong, 13th July, 1901. [1666]

TO LET.

POSSESSION, AUGUST 1ST.

THE GODOWN in WEST POINT
(Kennedy Town), known as Feather
Factory, now occupied by the Hongkong
Kowloon Wharf and Godown Co., Ltd.

For particulars, apply to—
LAUTS, WEGENER & CO.

Hongkong, 9th July, 1901. [1766]

BOARD AND RESIDENCE.

Mrs. GILLANDERS

GLENWOOD.

21, CAINE ROAD.

Hongkong, 29th September, 1900. [1669]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.

Apply to Mr. MATHER,
2, Pader's Hill,

Hongkong, 1st January, 1902.

NOTICE.

VACUUM OIL COMPANY.

BANK HOLIDAY.

FOR the convenience of Steamers passing
through, this Office will be OPEN on
MONDAY, 5th August, for delivery of OIL.

VACUUM OIL COMPANY.

HARRY THOMAS,

Manager.

Hongkong, 1st August, 1901. [1941]

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875,
the undermentioned Banks will be CLOSED
for the transaction of Public
Business on MONDAY, the 5th August.

For the CHARTERED BANK OF INDIA,
AUSTRALIA and CHINA.

T. H. WHITEHEAD,

Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING
CORPORATION.

T. JACKSON,

Chief Manager.

For the NATIONAL BANK of CHINA,
LIMITED.

GEO. W. F. PLAYFAIR,

Chief Manager.

For the MERCANTILE BANK of INDIA,
LIMITED.

JOHN THURLBURN,

Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency.

L. BERINDOAGUE,

Acting Manager.

For the BANK of CHINA & JAPAN, LIMITED.

J. W. R. TAYLOR,

Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI,

Manager.

For the IMPERIAL BANK of CHINA.

E. W. RUTTER,

Manager.

For the DEUTSCHE ASIATISCHE BANK.

E. F. GROS,

Acting Manager.

Hongkong, 31st July, 1901. [1924]

INSURANCE HOLIDAY.

THE Undermentioned Insurance Offices
will be CLOSED for the transaction of
Public Business on MONDAY, the 5th

August.

JARDINE, MATHESON & CO.,

General Agents,

CANTON INSURANCE OFFICE, LIMITED,

and
General Managers.

HONGKONG FIRE INSURANCE CO., LTD.

For the UNION INSURANCE SOCIETY of
CANTON, LIMITED.

W. J. SAUNDERS,

Secretary.

For the NORTH CHINA INSURANCE CO.,
LIMITED.

W. H. PERCIVAL,

Agent.

For the CHINA TRADERS' INSURANCE
CO., LIMITED.

W. H. RAY,

Secretary.

For the YANGTZE INSURANCE ASSOCIA-
TION, LIMITED.

SHEWAN, TOMEES & CO.,

Agents.

For the CHINA FIRE INSURANCE CO., LTD.

GEO. L. TOMLIN,

Secretary.

Hongkong, 30th July, 1901. [1912]

NOTICE OF REMOVAL.

W. M. DANBY, M. INST. C.E.

TO

6, ICE HOUSE ROAD.

Hongkong, 29th July, 1901. [1895]

TO

6, ICE HOUSE ROAD.

Hongkong, 29th July, 1901. [1895]

TO

6, ICE HOUSE ROAD.

Hongkong, 29th July, 1901. [1895]

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6, ICE HOUSE ROAD.

Hongkong, 29th July, 1901. [1895]

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Hongkong, 29th July, 1901. [1895]

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Hongkong, 29th July, 1901. [1895]

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Hongkong, 29th July, 1901. [1895]

TO

6, ICE HOUSE ROAD.

Hongkong, 29th July, 1901. [1895]

TO

6, ICE HOUSE ROAD.

Hongkong, 29th July, 1901. [1895]

TO

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *a*, nearest Hongkong *b*, midway between Hongkong and Kowloon *c*, and those vessels berthed at the Kowloon Wharf *d*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	DEUGALION	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 8th inst.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 23rd inst.
LONDON	STEREON	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 3rd September.
LIVERPOOL DIRECT	PATROCLUS	Gor. str.	2 m.		BUTTERFIELD & SWINE	On 10th inst.
BREMEN, VIA PORTS OF CALL	SADO MARU	Jap. str.	2 m.	P. Gossel	MELCHERS & CO.	On 8th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, v. ST. POPE, &c.	ERIRAN	Fren. str.	2 m.	W. Thompson	NIPPON YUSEN KAISHA	On 9th inst., at Daylight.
MARSEILLES & LONDON	MALACCA	Brit. str.	2 m.	Ristorcelli	MESSAGERIES MARITIMES	On 10th inst., at 6 P.M.
HAVRE & HAMBURG	KAWACHI MARU	Jap. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	On or about 10th inst.
HAVRE & HAMBURG	ACILLA	Ger. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	2 m.	Döhren	HAMBURG-AMERICA LINIE	On 9th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Rosedale	HAMBURG-AMERICA LINIE	On 27th inst.
HAVRE & HAMBURG	ABARIA	Ger. str.	2 m.	Porzelius	HAMBURG-AMERICA LINIE	On 1st September.
HAVRE & HAMBURG	HUDSON	Brit. str.	2 m.	Elders	HAMBURG-AMERICA LINIE	On 5th October.
HAVRE & HAMBURG	ABARA	Brit. str.	k. w.	DODWELL & CO., LIMITED	DODWELL & CO., LIMITED	About 3rd inst.
NEW YORK VIA PORTS & SUEZ CANAL	L. SCHEPP	Amer. ship.	k. w.	Williamson	SEWAN, TOME & CO.	On or about 5th inst.
NEW YORK	I. F. CHAPMAN	Amer. ship.	2 m.	Kendall	CARLOWITZ & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	ARAGONIA	Ger. str.	2 m.	Forst	AHNFOH KARREL & CO.	Quick despatch.
NEW YORK	MANUEL LLAGUNO	Amer. ship.	2 h.	R. Archibald, R.N.E.	HAMBURG-AMERICA LINIE	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	G. D. Bowles, R.N.E.	SEWAN, TOME & CO.	On or about 25th Oct.
VANCOUVER, VIA MOJI, &c.	TARTAE	Brit. str.	4 m.	J. Alwen	CANADIAN PACIFIC R. CO.	On 7th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	TACOMA	Jap. str.	2 m.	J. S. G. Parsons	CANADIAN PACIFIC R. CO.	On 14th inst., at Noon.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOBA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 6th inst.
VICTORIA (B.C.) & SEATTLE	KAZAKURA MARU	Brit. str.	1 m.	H. L. Allen	JARDINE, MATHESON & CO.	On 10th inst., at 4 P.M.
POETLAND (OR.)	YANOTESSE	Brit. str.	2 m.		SHewan, TOME & CO.	On 19th inst., at Noon.
SAN FRANCISCO VIA NAGASAKI, &c.	KNIGHT COMPANION	Jap. str.	2 m.		TOYO KISEI KAISHA	On 6th inst., at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	HONGKONG MARU	Amer. str.	2 m.		PACIFIC MAIL S. S. CO.	On 6th inst., at 4 P.M.
SAN FRANCISCO	CHINIA	Brit. str.	1 m.	Dwyer	SEWAN, TOME & CO.	On or about 15th Sept.
SAN DIEGO, &c. VIA MOJI, &c.	SHIRASHIRE	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th inst., at Noon.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	On or about 23rd inst.
YOKOHAMA VIA SHANGHAI & KOBE	FOEMOSA	Brit. str.	2 m.		P. & O. S. N. CO.	On 16th inst., at Daylight.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 13th inst., at Noon.
MOJI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.		SIMENSEE & CO.	On 5th inst., at 3 P.M.
CHINKIANG & WUHU	QUARTA	Brit. str.	2 m.		P. & O. S. N. CO.	On or about 2nd Inst.
SHANGHAI	LOONGMOON	Brit. str.	2 m.		SIMENSEE & CO.	On 6th inst., at Noon.
SHANGHAI, NAGASAKI, HIUGO & YOKOHAMA	PRINCESSE IRENE	Brit. str.	1 m.		MELCHERS & CO.	Quick despatch.
ANPING, VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	2 m.		MITSUI BUSSAN KAISHA	On 7th inst.
FOOCHEW & SHANGHAI	WRAMPOA	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 14th inst., at Daylight.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.		MITSUI BUSSAN KAISHA	On 4th inst., at Noon.
TAMSUI VIA SWATOW & AMOY	DAVIN M. RU	Jap. str.	2 m.		DOUGLAS LAPRAIK & CO.	To-morrow, at Noon.
SWATOW, AMOY & FOOCHOW	THALES	Brit. str.	2 m.		JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MANILA	YUENSANG	Brit. str.	2 m.		BUTTERFIELD & SWINE	To-morrow.
MANILA	SUNGKANG	Brit. str.	2 m.		SANDERS, WHEELER & CO.	On 6th inst., at 5 P.M.
MANILA & TRIESTE, &c., VIA PORTS OF CALL	ELFELDNER	Aus. str.	1 m.		SEWAN, TOME & CO.	On 8th inst., at 5 P.M.
BOMBAY VIA SINGAPORE & PENANG	PERLA	Brit. str.	1 m.		CARLOWITZ & CO.	On 13th inst., at Noon.
	BORMIDA	Ital. str.	k. w.			

SHIPPING.

ARRIVALS.

July 31, SABINE RICKMERS, British str., 690, J. R. Nasbitt, R.N.E., Newchwang, 23rd July, General.—AUNHOLD, KARBEG & CO.

Aug. 1, QUATEA, German str., H. Johansen, Chinkiang, 27th July, Oil.—SIEMSENSEN & CO.

Aug. 1, JACOB DIEDERICHSEN, German str., 623, B. Ohlsen, Hollow 31st July, General.—JESSEN & CO.

Aug. 1, LIGHTNING, British str., 2,122 J. G. Spence, Calcutta and Singapore 26th July, General.—D. SASCOON, SONS & CO.

Aug. 1, TETARTOS, German str., 1,578, Dius, Java 23rd July, Sugar.—SIEMSENSEN & CO.

Aug. 1, WHAMPOL, British str., 1,079, H. E. Liver, Shanghai and Swatow 31st July, General.—BUTTERFIELD & SWINE.

Aug. 1, HONG BEE, British str., 9,056, Penfney, Pouang 22nd July and Singapore 27th, General.—CHINESE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

1st August.

Hailoong, British str., for Swatow.

Sabine Rickmers, British str., for Canton.

Tsuruhiko Maru, Japanese str., for Kobe.

Sandakan, German str., for Sandakan.

Quaria, German str., for Canton.

Loongnoon, German str., for Canton.

DEPARTURES.

31st July.

ECLIPSE, British cruiser, for a cruise.

DAPHNE, British sloop, for a cruise.

PIOMI, British gunboat, for a cruise.

1st August.

SULLBERG, German str., for Chusan.

TAMDA MARU, Japanese str., for Japan.

SANDAKAN, German str., for Sandakan.

TSURUHIKO MARU, Japanese str., for Kobe.

LOONGMOON, German str., for Canton.

QUARTA, German str., for Canton.

SABINE RICKMERS, German str., for Canton.

VESSELS IN DOCK.

1st August.

ABERDEEN DOCKS.—Petrarch.

KOWLOON DOCKS.—Smokywang, Y. Sontau,

Sizhan, Zaire, Canton River, China.

COSMOPOLITAN DOCK.—Colonies, Taihsien, D. J. de Austria.

SHIPPING REPORTS.

The British steamer *Whampoa*, from Shanghai and Swatow 31st July, had light variable southerly air and fine weather and smooth sea throughout.The British steamer *Lightning*, from Calcutta and Singapore 26th July, had fine weather throughout. On the 29th July spoke the *Arriston Apeir*, from Hongkong for Singapore, three days out.

VESSELS PASSED ANJER.

July 11, British str., Pacific, from Port Natal.

July 12, Dutch str., Begor, Van der Potts, from Rotterdam for Batavia.

July 12, Dutch str., Koninkin Wilhelmina, Sonder, from Amsterdam.

July 13, British str., Meridian, from the West.

July 14, German str., Islander, from the West.

July 15, German str., Loyal, from the West.

July 15, British str., Ichoua, from the West.

July 17, German ship, Eickemeyer Eickemeyer, Bante, April 5, from Philadelphia for Hiogo.

July 17, French barque, Briseis, Gourio.

April 17, from Barry for Anjer.

July 17, British 4-m. barque, Robert Duncan Maclean.

July 17, American ship, Bangalore, Blanchard, April 11, from Philadelphia for Nagasaki.

July 17, Dutch str., Seemond, Do Boot, 17.

July 17, Norwegian barque, Patria, Danielsson, June 8, from East London for Bangkok.

July 17, British barque, Calburga, Douglas, April 17, from New York for Saigon.

VESSELS ON THE BERTH

FOR NEW YORK

THE 3/8 ALL American Ship

"MANUEL LLAGUNO" will load during September and October, sailing about 25th September.

For Freight, apply to SHEWAN, TOME & CO.

Hongkong, 11th July, 1901.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain Rolfe, will be despatched as above

TO-DAY, the 2nd August, at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor, a Doctor and a Surgeon.

For Freight or Passage, apply to JAEDINE, MATHESON & CO.

General Managers.

Hongkong, 29th July, 1901.

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship

"THALES"

Captain Hobson, will be despatched for the above ports TO-MORROW, the 3rd August, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, 1st August, 1901.

[1901]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 7th August.
GLASGOW and LIVERPOOL	"ORESTES"	On 10th August.
GLASGOW and LIVERPOOL	"AIAZ"	On 20th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"PYLBHUS"	On 4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"DEUCALION"	On 6th August.
LONDON	"PELUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"PATROCLUS"	On 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. CO.

Hongkong, 17th July, 1901.

[15]

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

MANILA	"SUNGXIANG"	On 3rd August.
FOOCHOW & SHANGHAI	"WHAMPOA"	On 7th August.

* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1901.

[16]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via)

Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu

NIPPON MARU (via)

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu

AMERICA MARU (via)

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR MANILA, SINGAPORE, BOMBAY, PORT SAID, FIUME AND TRIESTE.

(Taking Charge at through rates to the BRAZIL, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MELPOMENE".

Captain Macovich will be despatched as above on TUESDAY, the 6th August, P.M.

For information as to Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 26th July, 1901.

[16]

"SHIRE" LINE

FOR SAN FRANCISCO.

THE Steamship

"FLINTSHIRE".

Captain Dwyer will be despatched for the above port on TUESDAY, the 6th August, at 4 P.M.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 31st July, 1901.

[16]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE

Calling also at TACOMA and carrying Cargo

and other points of the United States

in connection with the

GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"YANGTSZE".

5,457 Tons. Commander H. L. Allen, due here

on 6th August, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 20th July, 1901.

[1625]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships

"INDRAVELL," "INDRAPURA,"

and "KNIGHT COMPANION."

between HONGKONG and PORTLAND (O.R.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION".

will be despatched for Portland (O.R.) on

WEDNESDAY, the 7th August, at 3 P.M.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points.

For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent,

or to

SHEWAN, TOMES & CO., Agents.

Hongkong, 31st July, 1901.

[1626]

FOR NEW YORK.

THE 3/3 ALL American ship

"I. F. CHAPMAN".

Shortly expected here from KOBE, will load

for the above port, and will have quick despatch.

For Freight, apply to

ARNOLD, KAEBERG & CO., Agents.

Hongkong, 2nd July, 1901.

[1627]

FOR NEW YORK.

THE S/S A II American ship

"L. SCHEPP".

Captain Kendall will ready to load on the

16th August for the above port, and will be

despatched about the middle of September.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 18th July 1901.

[1628]

THE HONGKONG DAILY PRESS, FRIDAY, AUGUST 2ND 1901

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th Aug., at NOON.
"DORIC"	THURSDAY, 15th Aug., at NOON.
"PERU"	SATURDAY, 31st Aug., at NOON.
"COPTIC"	TUESDAY, 10th Sept., at NOON.
"CITY OF PEKING"	TUESDAY, 24th Sept., at NOON.
"GAELIC"	WEDNESDAY, 2nd Oct., at NOON.

VESSELS ON THE BERTH.

NAVIGAZIONE GENERALE ITALIANA (FIOBIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamer to ADEN, SUZZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA".

Captain D. Costa will be despatched as above on TUESDAY, the 13th August, at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 31st July, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHISON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Diego should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th July, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

L. SCHEPP, American ship, C. S. Kendall.—

SEA WITCH, American ship, Hove—Master

H. B. KAISER, Agent.

HONGKONG STEAMERS.

Benvenue, British str., 1,427, Webster, July 30,

Gib, Livingston & Co.

China, American str., 3,187, Scobury, July 23,

P. M. S. S. Co.

Daijin Maru, Japanese str., 900, Ogata, July 19,

M. B. KAISER, Agent.

Empress of China, British str., 3,003, Archibald, July 20, C. P. R. Co.

Flintshire, British str., 2,470, Dwyer, July 29,

Showan, Tomes & Co.

Hailong, British str., 783, Bathurst, July 30,

POST OFFICE NOTICES.

The Massie, with the English Mail of the 6th ult., left Singapore on Sunday, the 28th ult., at 6 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on 3rd June.
The Princesse Irene, with the German Mail of the 6th ult., left Singapore on Wednesday, the 31st ult., at 6 p.m., and may be expected here on or about Monday, the 5th inst.
The Doric, with the American Mail of the 6th ult., left Yokohama on Monday, the 29th ult., at daylight, and may be expected here on or about Tuesday, the 6th inst.

MAILS WILL CLOSE:

FOR	PER	DAY AND HOUR.
Canton		Friday, 2nd, 7.30 A.M.
Swatow		Friday, 2nd, 10.00 A.M.
Hai-phong		Friday, 2nd, 11.00 A.M.
Nagasaki, Kobe and Yokohama		Friday, 2nd, 0.15 P.M.
Macao		Friday, 2nd, 3.00 P.M.
Manila		Friday, 2nd,
NAKASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO		Registration, 4.45 P.M.
Amoy		Letters, 5.00 P.M.
Canton		Friday, 2nd, 5.00 P.M.
Hoi-hou and Pak-hoi		Saturday, 3rd, 9.00 A.M.
Swatow, Amoy and Foochow		Saturday, 3rd, 10.00 A.M.
EUROPE, &c., India via Tucicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		Sundays, 8.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)
Bengal		Papers, 10.30 A.M.
Wingsang		Letters, 11.00 A.M.
Sungkian Quaria		Saturday, 3rd, 2.30 P.M.
Tosa Maru		Sunday, 4.00 P.M.
Loonmien		Monday, 5th, 9.00 A.M.
Tucoma		Tuesday, 6th, 10.00 A.M.
China		Wednesday, 7th, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Empress of China		Letters, 11.00 A.M.
Whampoa		Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)
Stuttgart		Letters, 11.00 A.M.
Perla		Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)
Eridan		Letters, 11.00 A.M.
Boranda		Tuesday, 13th, 11.00 A.M.
Singapore, Penang and Bombay		TO-DAY.
		Sale, Miscellaneous, Messrs. Punchard, Lowther & Co., Naval Yard Extension Yard, Messrs. Hughes & Hough, 11 a.m.
		Variety Performance, City Hall, 9 p.m.
		TO-MORROW.
		Sale, Miscellaneous, Kang Wo's Godowns, West Point, Messrs. Hughes & Hough, noon.
		Sale, Furniture, No. 7, Caine Road, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

1st August.

ON LONDON—	Telegraphic Transfer	1/11
	Bank Bills, on demand	1/11
	Bank Bills, at 30 days sight	1/11
	Bank Bills, at 4 months sight	1/11
	Credits, at 4 months' sight	1/11
	Documentary Bills, 4 months' sight	1/11
ON PARIS—	Bank Bills, on demand	2.43
	Credits, at 4 months' sight	2.46
ON GERMANY—	On demand	1.97
ON NEW YORK—	Bank Bills, on demand	47
	Credits, 60 days sight	47
ON BOMBAY—	Telegraphic Transfer	145
	Bank, on demand	115
ON CALCUTTA—	Telegraphic Transfer	145
	Bank, on demand	145
ON SHANGHAI—	Bank, at sight	731
	Private, 30 days' sight	73
ON YOKOHAMA—	On demand	6 p.c. pm.
	On demand	3 p.c. pm.
ON MANILA—	On demand	1 p.c. pm.
ON SINGAPORE—	On demand	1 p.c. pm.
ON BATAVIA—	On demand	1161
ON HAI-FOONG—	On demand	31 p.c. pm.
ON SAIGON—	On demand	1 p.c. pm.
ON BANGKOK—	On demand	60
	SOVEREIGN BANK'S Buying Rate	\$10.25
	GOLD LEAF, 100 fine per tael	\$53.25
	BAR SILVER, per oz.	261

OPIUM.

31st July.

Malwa New	\$830	to \$840 per pound.
Malwa Old	\$880	to \$870
Malwa Older	\$880	to \$890
P. Paper-wrapped	\$830	to 10
Persian fine quality	\$830	to —
Persian extra fine	\$834	to — per chest.
Patum New	\$8424	to —
Patum Old	\$865	to —
Banaras New	\$8274	to —
Banaras Old	\$840	to —

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Massilia* left Singapore for this port on the 28th ult., at 6 a.m., with the outward English mails, and is due here on the 2nd inst., at about 6 a.m.

THE GERMAN MAILED.

The Imperial German mail steamer *Prinzess Irene*, carrying the German mails with dates from Berlin of the 8th ult., left Singapure on the 28th ult., at 6 p.m., and may be expected here on or about the 5th inst., at daylight.

The Imperial German mail steamer *Stettin* left Kobe on Nagasaki, Shiohara and Foochow on the 25th ult., p.m., and may be expected here on or about the 7th inst.

The O. & G. steamer *Doric*, with mails, &c., from San Francisco to the 9th ult., via Hon- kong, has arrived at Yokohama, and left for this port on the 29th ult., a.m. via Inland Sea, Kobe, Nagasaki and Shanghai.

PASSENGERS.

ARRIVED.

Per Whampoa, from Shanghai, &c., Captain McIntosh.

Per Lightning, from Calcutta, &c., Mrs. and Miss A. Apcar, Messrs. W. E. Vining, Judd, Johnstone, Brothers Joshua and Felix.

DEPARTED.

For Timba Maru, for Japan, Mr. and Mrs. J. L. Bryan, Messrs. W. H. Richardson, G. E. M. Kingwill, D. Jameson, N. Akira, Katsunuma.

Departed.

For *Timba Maru*, for Japan, Mr. and Mrs. J. L. Bryan, Messrs. W. H. Richardson, G. E. M. Kingwill, D. Jameson, N. Akira, Katsunuma.

Arrived.

Afridi.

Arrived.

Arrived.